

# ***BookletChart<sup>TM</sup>***

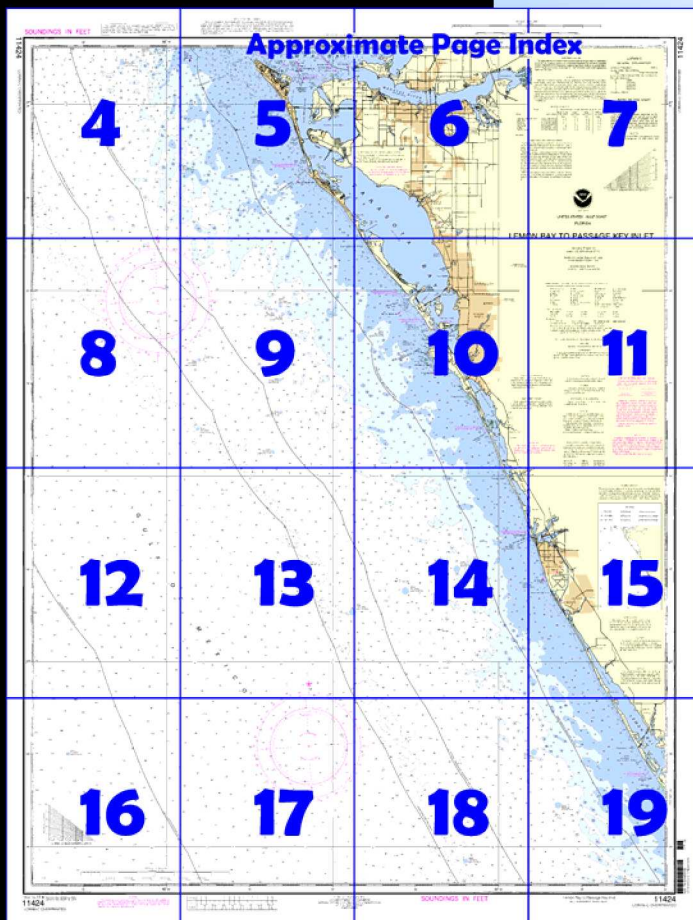
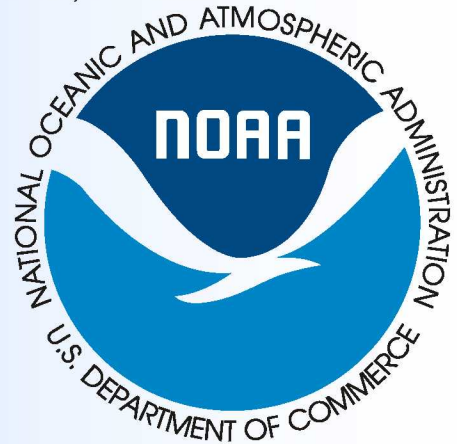
## ***Lemon Bay to Passage Key Inlet***

(NOAA Chart 11424)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



***Home Edition (not for sale)***





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

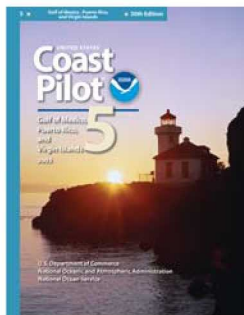
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 4, Chapter 4 excerpts]

(328) The coast between Charlotte Harbor and Tampa Bay trends NW by N, and has a straight sand beach that is broken in places by small inlets. Back of the barrier islands are shallow bays and lagoons that can be entered from the Gulf of Mexico through Gasparilla Pass, Stump Pass, Venice Inlet, Big Sarasota Pass, New Pass, and Longboat Pass. Most of these passes are subject to change, and the aids are frequently shifted in position. The low shore is wooded nearly to the water's

edge and has few prominent features except in the vicinity of Boca Grande, Venice, and Sarasota, and for the 720-foot Venice Fishing Pier. The pier is marked at its end by two fixed red lights.

(330) **Stump Pass** affords passage from the Gulf into the S end of Lemon Bay and the Intracoastal Waterway. The channel is subject to frequent change and should not be attempted without local knowledge. A private

light with a daymark reading "Danger Navigate with Local Knowledge Only" marks the approach. The pass had a depth of less than 3 feet. It was reported that the private daybeacons marking the channel may not mark the best water.

(331) **Venice Inlet** affords a passage from the Gulf to the Intracoastal Waterway, Roberts, Dona, and Lyons Bays. A dredged channel leads E from the Gulf between parallel jetties for 0.5 mile to the Intracoastal Waterway. The depth in the channel was 5.9 feet (7.8 feet at midchannel). Daybeacons mark the channel. **Venice Inlet Light 1** (27°06'46"N., 82°28'13"W.), 20 feet above the water, is shown from a skeleton structure with a square green daymark.

(332) An unmarked fish haven is 1 mile SW of Venice Inlet.

(333) **Midnight Pass**, 6 miles NNW from Venice Inlet, between **Casey Key** and **Siesta Key**, once afforded a passage from the Gulf to **Little Sarasota Bay** and the Intracoastal Waterway. It was reported that this pass is so closed that it can not be discerned from either the Gulf side or from Little Sarasota Bay.

(334) **Currents**. In Midnight Pass the flood current sets NE with an average velocity of 1.8 knots, and the ebb sets SW at an average velocity of 1.4 knots.

(335) **Big Sarasota Pass** leads from the Gulf of Mexico to the S end of Sarasota Bay and the Intracoastal Waterway. The pass lies between **Siesta Key** and **Lido Key** and is marked by lights and daybeacons. A light marks the channel approach. The depth was 1.2 feet in the approach channel to Light 6; thence less than 5 feet through the pass. The approach channel over the bar and the channel through the pass are subject to continual changes. Mariners are advised to exercise extreme caution. Several large hotel buildings at the S end of Lido Key and along the shore of Siesta Key are prominent.

(336) A submerged wreck was in the channel approach in 27°16'26"N., 82°34'25"W. Caution is advised while navigating in the area.

(337) **Currents**. In Big Sarasota Pass the flood current sets N with an average velocity of 1.5 knots, and the ebb sets S with an average velocity of 1 knot.

(338) Three fish havens marked by buoys are from 1.1 to 2.2 miles offshore between Big Sarasota Pass and New Pass.

(339) **New Pass** affords passage from the Gulf of Mexico to Sarasota Bay and the Intracoastal Waterway. A channel leads from the Gulf through the pass and crosses the Intracoastal Waterway to a turning basin at Payne Terminal. The channel approach is marked by a lighted bell buoy, and the channel is marked by lights and daybeacons. There was extreme shoaling in the entrance to Light 7. Just S of the shoaled entrance channel, an alternate entrance channel is marked from Buoy 2A to Light 7 with a midchannel depth of 6.5 feet. Above Light 7, the depths were 2.3 feet (4.6 feet at midchannel) to the Route 789 bridge, thence 5.9 feet (6.7 feet at midchannel) to the Intracoastal Waterway, thence 8.0 feet to the turning basin with 7.1 to 8.0 feet in the turning basin except for lesser depths along the N and E edges of the basin. The channel is subject to shoaling; local knowledge is advised.

(341) **Currents**. In New Pass the flood current sets NE with an average velocity of 1.6 knots, and the ebb sets SW with an average velocity of 1 knot.

(342) **Longboat Pass** affords passage from the Gulf of Mexico to the N end of Sarasota Bay and the Intracoastal Waterway. A channel, marked by a light and daybeacons, leads from the Gulf to the Intracoastal Waterway. The depth was 5.7 feet to the highway bridge, thence 5.3 feet (5.6 feet at midchannel) to the Intracoastal Waterway. Greater depths may be available with local knowledge. The channel is subject to changes at the entrance. Shoaling extends W and S in an arc from the S end of Anna Maria Island and also W from the NW end of Longboat Key. Route 789 bridge over the pass has a 45-foot bascule span with a clearance of 17 feet. The bridgetender may be contacted on 941-355-7107 and on VHF-FM channel 9.

(343) **Currents**. In Longboat Pass the flood current sets E with an average velocity of 1.8 knots, and ebb sets W with an average velocity of 1.6 knots.

# Table of Selected Chart Notes

Corrected through NM Aug.06/05  
Corrected through LNM Jul. 26/05

## HEIGHTS

Heights in feet above Mean High Water.

## NOTE B

The channels at the entrances to many of the  
rlets on this chart are subject to changes.  
The buoys at Big Sarasota Pass and Longboat  
Pass are not charted because they are frequently  
hited in position.

## NOTE C

The natural channel location through Stump  
Pass is subject to continuous change in align-  
ment and depth. DO NOT NAVIGATE in or  
through the area without absolute knowledge  
of the channel location and depth. Private  
aids are not charted in the entrance channel.

## RACING BUOYS

Racing buoys within the limits of this chart  
are not shown hereon. Information may be  
obtained from the U.S. Coast Guard District  
Offices as racing and other private buoys are  
not all listed in the U.S. Coast Guard Light List.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important  
supplemental information.

## RADAR REFLECTORS

Radar reflectors have been placed on many  
floating aids to navigation. Individual radar  
reflector identification on these aids has been  
omitted from this chart.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed  
below provide continuous weather broadcasts.  
The reception range is typically 20 to 40  
nautical miles from the antenna site, but can be  
as much as 100 nautical miles for stations at  
high elevations.

|                |        |             |
|----------------|--------|-------------|
| Tampa, FL      | KHB-32 | 162.550 MHz |
| Fort Myers, FL | WXK-83 | 162.475 MHz |
| Venice, FL     | WWG-59 | 162.400 MHz |

## CAUTION

Improved channels shown by broken lines are  
subject to shoaling, particularly at the edges.

## WARNING

The prudent mariner will not rely solely on  
any single aid to navigation, particularly on  
floating aids. See U.S. Coast Guard Light List  
and U.S. Coast Pilot for details.

## CAUTION

Limitations on the use of radio signals as  
aids to marine navigation can be found in the  
U.S. Coast Guard Light Lists and National  
Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial  
broadcasting stations are subject to error and  
should be used with caution.

Station positions are shown thus:  
○ (Accurate location) ○ (Approximate location)

## CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within  
the areas of the larger scale charts are shown  
thereon and are not repeated on this chart.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine  
cables and submarine pipeline and cable  
areas are shown as:



Additional uncharted submarine pipelines  
and submarine cables may exist within the  
area of this chart. Not all submarine pipelines  
and submarine cables are required to be  
bunded, and those that were originally buried  
may have become exposed. Mariners should  
use extreme caution when operating vessels in  
depths of water comparable to their draft in  
areas where pipelines and cables may exist,  
and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or  
unlighted buoys.

## CAUTION

Temporary changes or defects in aids to  
navigation are not indicated on this chart. See  
Local Notice to Mariners.

## POLLUTION REPORTS

Report all spills of oil and hazardous sub-  
stances to the National Response Center via  
1-800-424-8802 (toll free), or to the nearest U.S.  
Coast Guard facility if telephone communication  
is impossible (33 CFR 153).

## INTRACOASTAL WATERWAY (Chart 11425)

The project depth is 9 feet from Caloosahatchee  
River to Anclote River, Fla.  
The controlling depths are published periodically in  
the U.S. Coast Guard Local Notice to Mariners.

## NOTE A

Navigation regulations are published in Chapter 2, U.S.  
Coast Pilot 5. Additions or revisions to Chapter 2 are  
published in the Notices to Mariners. Information concern-  
ing the regulations may be obtained at the Office of the  
Commander, 7th Coast Guard District in Miami, Florida, or  
at the Office of the District Engineer Corps of Engineers in  
Jacksonville, Florida.  
Refer to charted regulation section numbers.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may  
cause considerable damage to marine structures, aids to  
navigation and moored vessels, resulting in submerged debris  
in unknown locations.

Charted soundings, channel depths and shoreline may not  
reflect actual conditions following these storms. Fixed aids to  
navigation may have been damaged or destroyed. Buoys may  
have been moved from their charted positions, damaged, sunk,  
extinguished or otherwise made inoperative. Mariners should  
not rely upon the position or operation of an aid to navigation.  
Wrecks and submerged obstructions may have been displaced  
from charted locations. Pipelines may have become uncovered  
or moved.

Mariners are urged to exercise extreme caution and are  
requested to report aids to navigation discrepancies and  
hazards to navigation to the nearest United States Coast Guard  
unit.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast  
Survey with additional data from the Corps of Engineers, Geological  
Survey, and U.S. Coast Guard.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic  
survey information that has been evaluated for charting. Surveys have been  
banded in this diagram by date and type of survey. Channels maintained  
by the U.S. Army Corps of Engineers are periodically resurveyed and are  
not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD  
83) which for charting purposes is considered equivalent to the World Geodetic  
System 1984 (WGS 84). Geographic positions referred to the North American Datum  
of 1927 must be corrected an average of 1.163" northward and 0.656" eastward to  
agree with this chart.

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation,  
some Federal laws apply. The Three Nautical Mile Line, previously identified as the  
outer limit of the territorial sea, is retained as it continues to depict the jurisdictional  
limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast  
of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in  
most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the  
jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical  
mile Exclusive Economic Zone were established by Presidential Proclamation.  
Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject  
to modification.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published  
weekly by the National Geospatial-Intelligence Agency and the Local Notice to  
Mariners (LNM) issued periodically by each U.S. Coast Guard district to the  
dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National  
Ocean Service encourages users to submit corrections, additions, or comments for  
improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean  
Service, NOAA, Silver Spring, Maryland 20910 - 3282.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

|                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code          | R TR radio tower   |
| Al alternating    | IQ interrupted quick     | N nun                  | Rot rotating       |
| B black           | Iso isophase             | OBSC obscured          | s seconds          |
| Bn beacon         | LT HO lighthouse         | Oc occulting           | SEC sector         |
| C can             | M nautical mile          | Or orange              | St M statute miles |
| DIA diaphone      | m minutes                | Q quick                | VQ very quick      |
| F fixed           | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |

Bottom characteristics:

|               |           |         |             |           |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral  | gy gray | Oys oysters | so soft   |
| bk broken     | G gravel  | h hard  | Rk rock     | Sh shells |
| Cy clay       | Grs grass | M mud   | S sand      | sy sticky |

Miscellaneous:

|                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obstn obstruction       | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |

① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

② Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: --- -- --

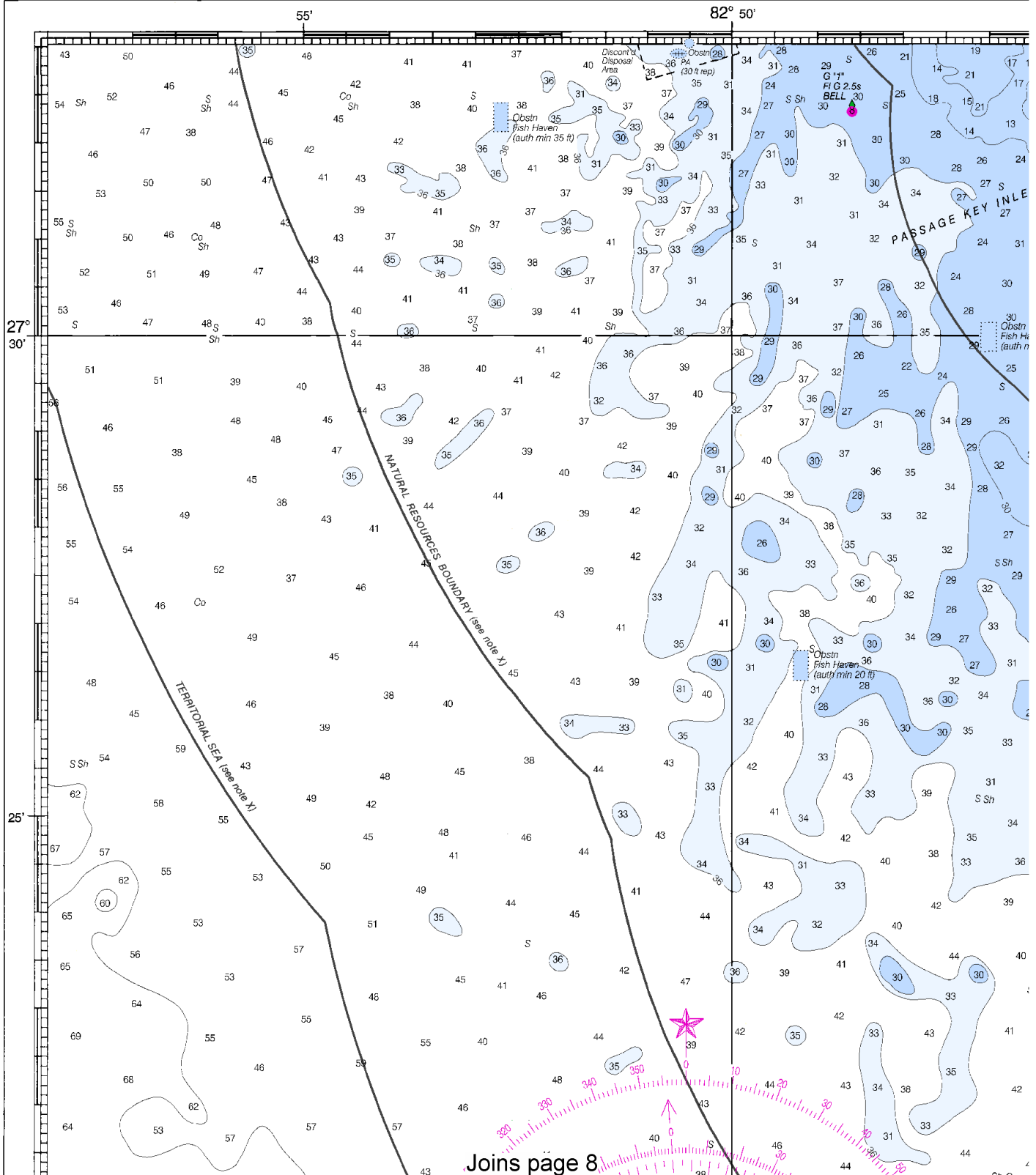
# SOUNDINGS IN FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CSD), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOAA and its partner, and critical corrections. Editions are available 5-8 about Print-on-Demand help@NauticalCharts help@OceanGrafix.com.

11424

LORAN-C OVERPRINTED



Joins page 8

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



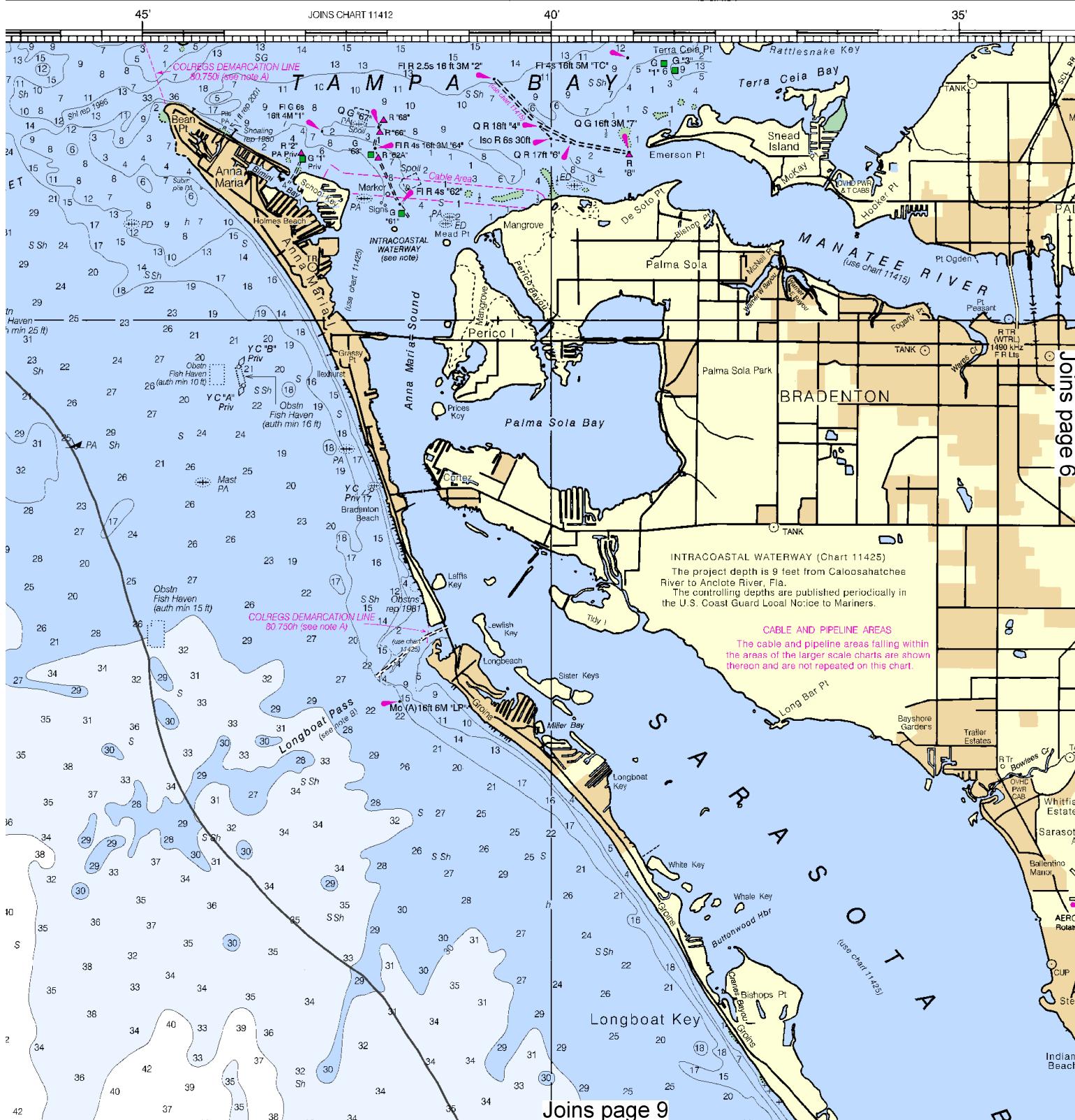
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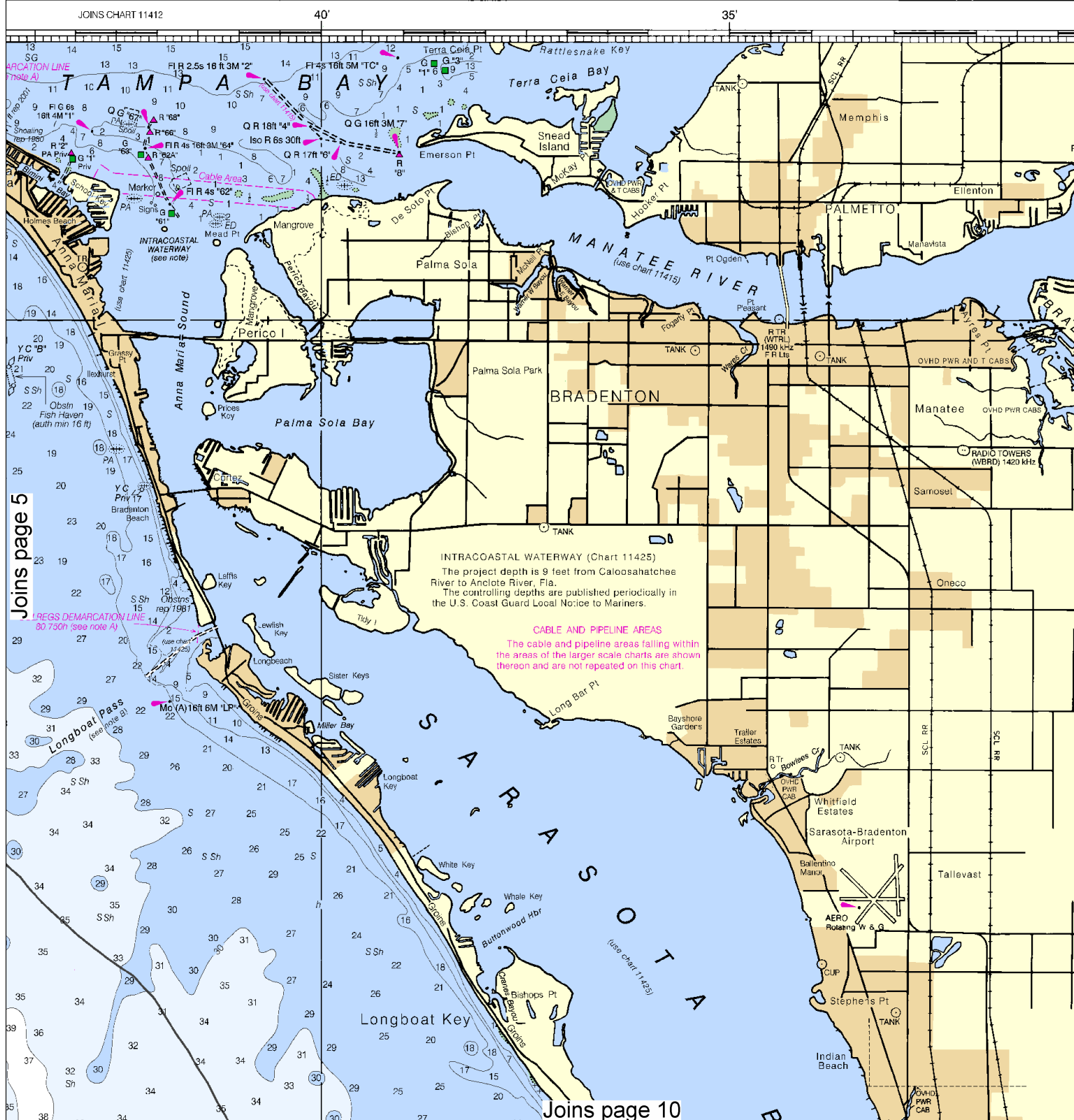
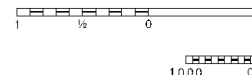


PRINT-ON-DEMAND CHARTS  
 ar, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners  
 s. Charts are printed when ordered using Print-on-Demand technology. New  
 1-8 weeks before their release as traditional NOAA charts. Ask your chart agent  
 nd charts or contact: NOAA at 1-800-584-4683, <http://NauticalCharts.gov>,  
 s.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or  
 n.

Formerly C&GS 1256, 1st Ed., Dec. 1924 KAPP 176



This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:106667. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



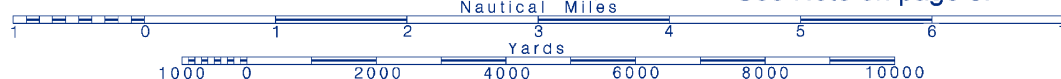
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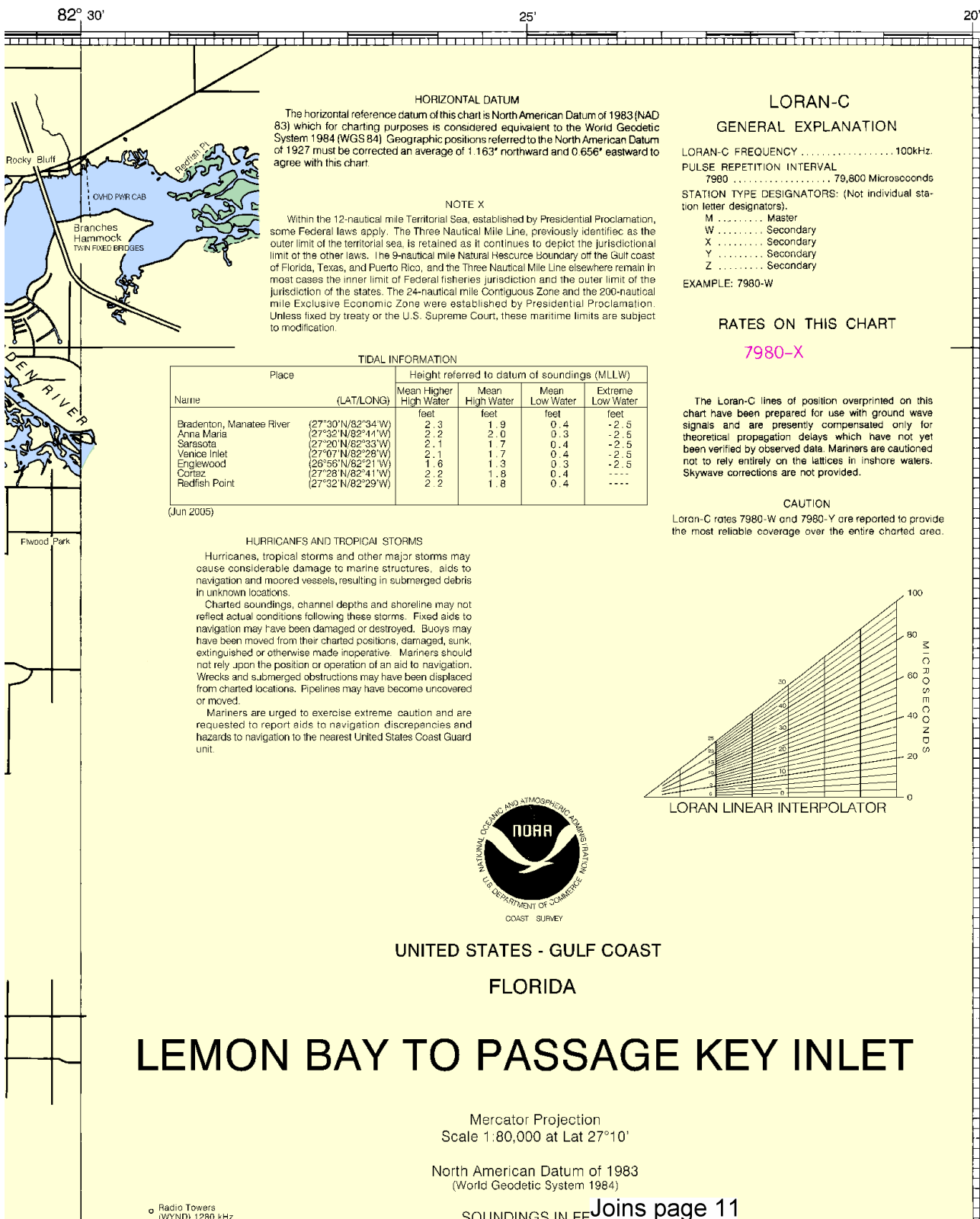
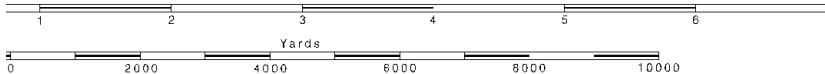
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



SCALE 1:80,000  
Nautical Miles



#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.163" northward and 0.656" eastward to agree with this chart.

#### NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

#### TIDAL INFORMATION

| Name                     | Place<br>(LAT/LONG) | Height referred to datum of soundings (MLLW) |                    |                   |                      |
|--------------------------|---------------------|--|--------------------|-------------------|----------------------|
|                          |                     | Mean Higher<br>High Water                    | Mean<br>High Water | Mean<br>Low Water | Extreme<br>Low Water |
| Bradenton, Manatee River | (27°30'N/82°34'W)   | 2.3  | 1.9                | 0.4               | -2.5                 |
| Anna Maria               | (27°32'N/82°41'W)   | 2.2  | 2.0                | 0.3               | -2.5                 |
| Sarasota                 | (27°20'N/82°33'W)   | 2.1  | 1.7                | 0.4               | -2.5                 |
| Venice Inlet             | (27°07'N/82°28'W)   | 2.1  | 1.7                | 0.4               | -2.5                 |
| Englewood                | (26°55'N/82°21'W)   | 1.6  | 1.3                | 0.3               | -2.5                 |
| Cortez                   | (27°28'N/82°41'W)   | 2.2  | 1.8                | 0.4               | ----                 |
| Redfish Point            | (27°32'N/82°29'W)   | 2.2  | 1.8                | 0.4               | ----                 |

(Jun 2005)

#### HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

#### LORAN-C

##### GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.

PULSE REPETITION INTERVAL

7980 ..... 79,800 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master  
W ..... Secondary  
X ..... Secondary  
Y ..... Secondary  
Z ..... Secondary

EXAMPLE: 7980-W

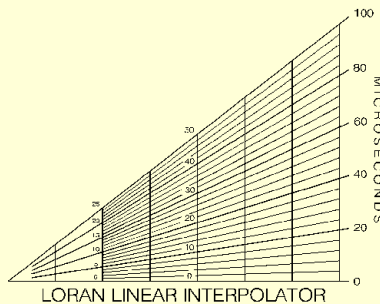
##### RATES ON THIS CHART

7980-X

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in inshore waters. Skywave corrections are not provided.

#### CAUTION

Loran-C rates 7980-W and 7980-Y are reported to provide the most reliable coverage over the entire charted area.



UNITED STATES - GULF COAST  
FLORIDA

## LEMON BAY TO PASSAGE KEY INLET

Mercator Projection  
Scale 1:80,000 at Lat 27°10'

North American Datum of 1983  
(World Geodetic System 1984)

Radio Towers  
(WYND) 1280 kHz

SOUNDINGS IN FEET Joins page 11

11424

LORAN-C OVERPRINTED

[illegible]

Printed at reduced scale. SCALE 1:80,000 See Note on page 5.

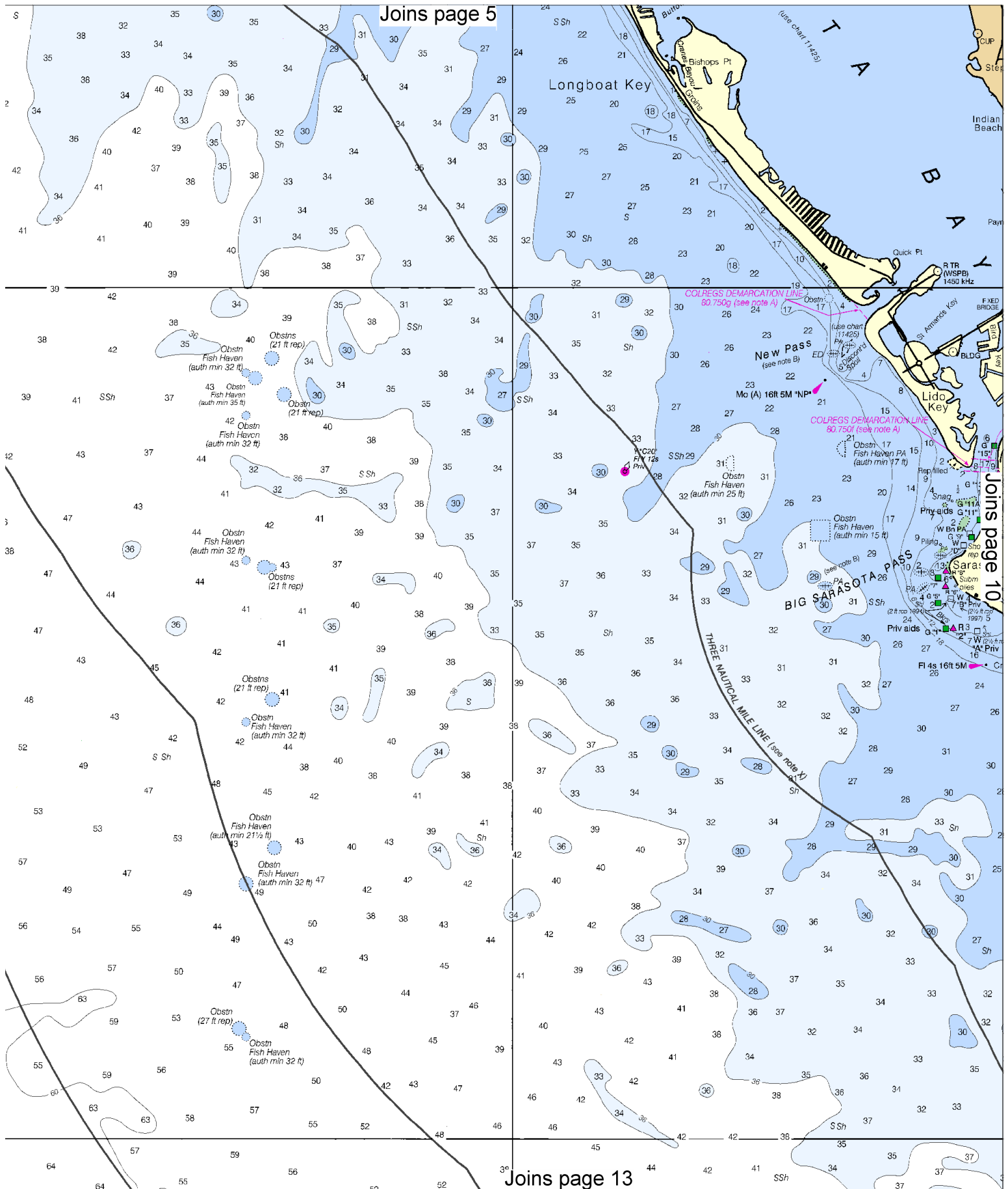
Nautical Miles

Yards

8

North

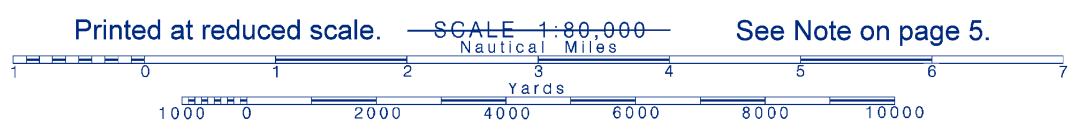
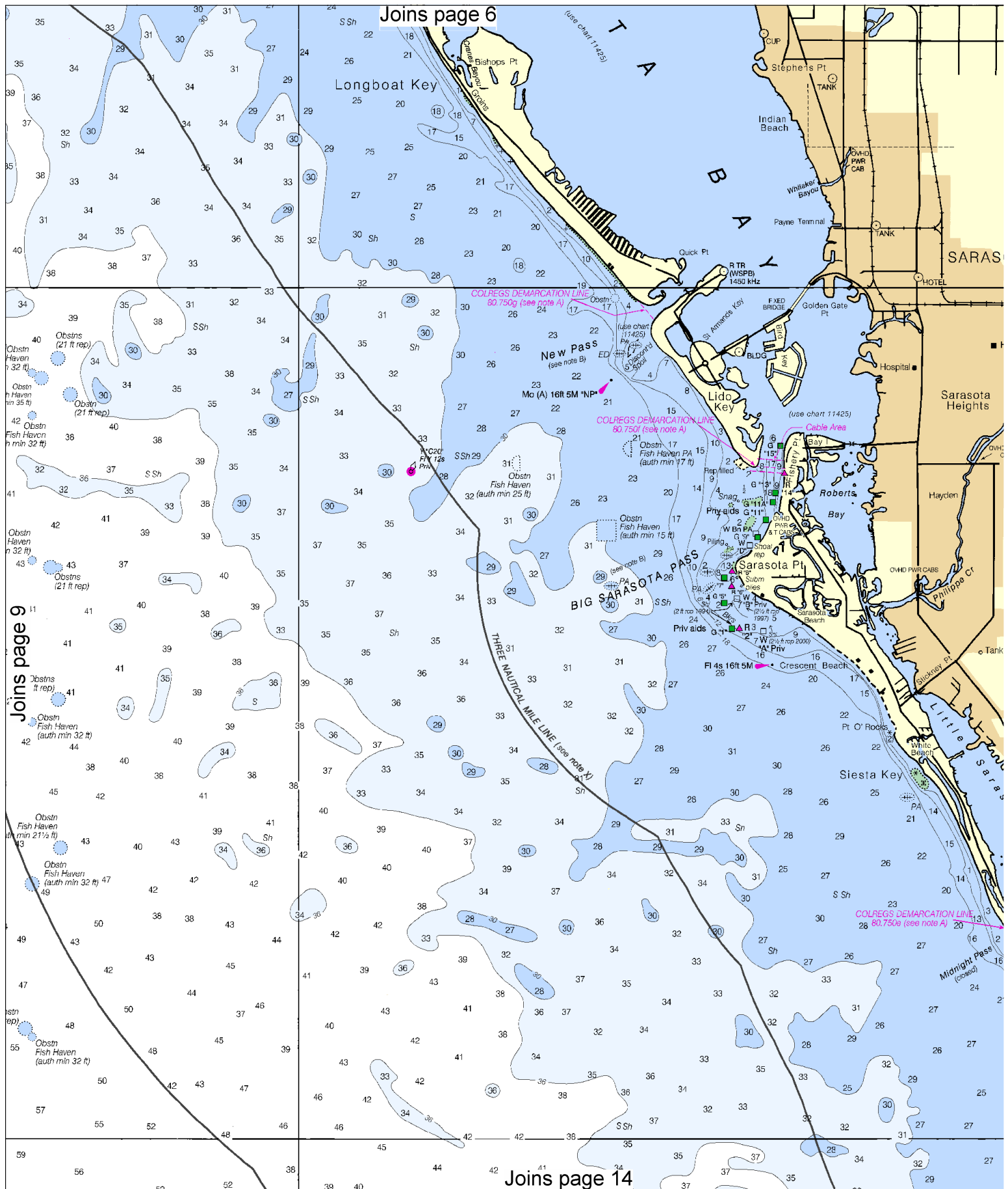




Joins page 5

Joins page 10

Joins page 13



See Note on page 5.

# LEMON BAY TO PASSAGE KEY INLET

Mercator Projection  
Scale 1:80,000 at Lat 27°10'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Radio Towers  
(WYND) 1280 kHz

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

|                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code          | R TR radio tower   |
| Al alternating    | IQ interrupted quick     | N nun                  | Rot rotating       |
| B black           | Is isophase              | OBSC obscured          | s seconds          |
| Bn beacon         | LT HO lighthouse         | OC occulting           | SEC sector         |
| C can             | M nautical mile          | Or orange              | St M statute miles |
| DIA diaphone      | m minutes                | Q quick                | VQ very quick      |
| F fixed           | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |

Bottom characteristics:

|              |          |         |             |           |
|--------------|----------|---------|-------------|-----------|
| Bls boulders | Cc coral | gy gray | Oys oysters | so soft   |
| btk broken   | G gravel | h hard  | Rk rock     | Sh shells |
| Cy clay      | Gr grass | M mud   | S sand      | sy sticky |

Miscellaneous:

|                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obstr obstruction       | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

|                |        |             |
|----------------|--------|-------------|
| Tampa, FL      | KHB-32 | 162.550 MHz |
| Fort Myers, FL | WXK-83 | 162.475 MHz |
| Venice, FL     | WWG-59 | 162.400 MHz |

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

|               |            |
|---------------|------------|
| → → → → →     | ~~~~~      |
| Pipeline Area | Cable Area |

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer Corps of Engineers in Jacksonville, Florida.

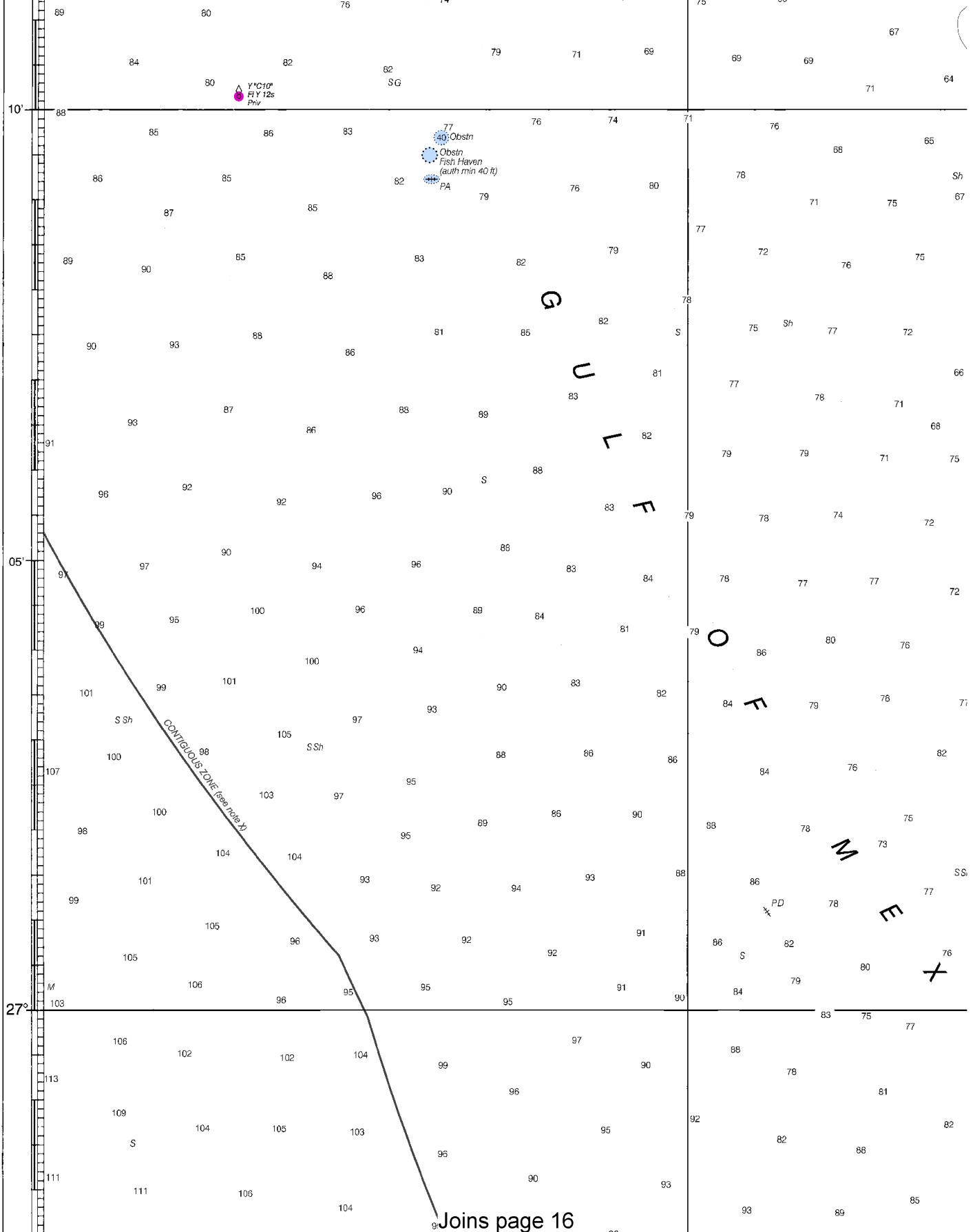
Refer to charted regulation section numbers

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Joins page 15 SOURCE DIAGRAM





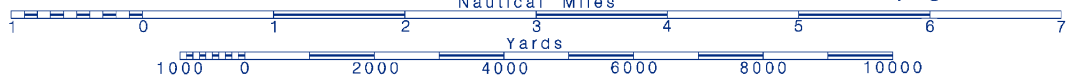
12



Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



Joins page 9

Joins page 14

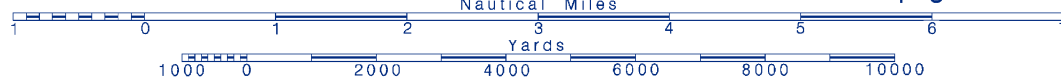
Joins page 17



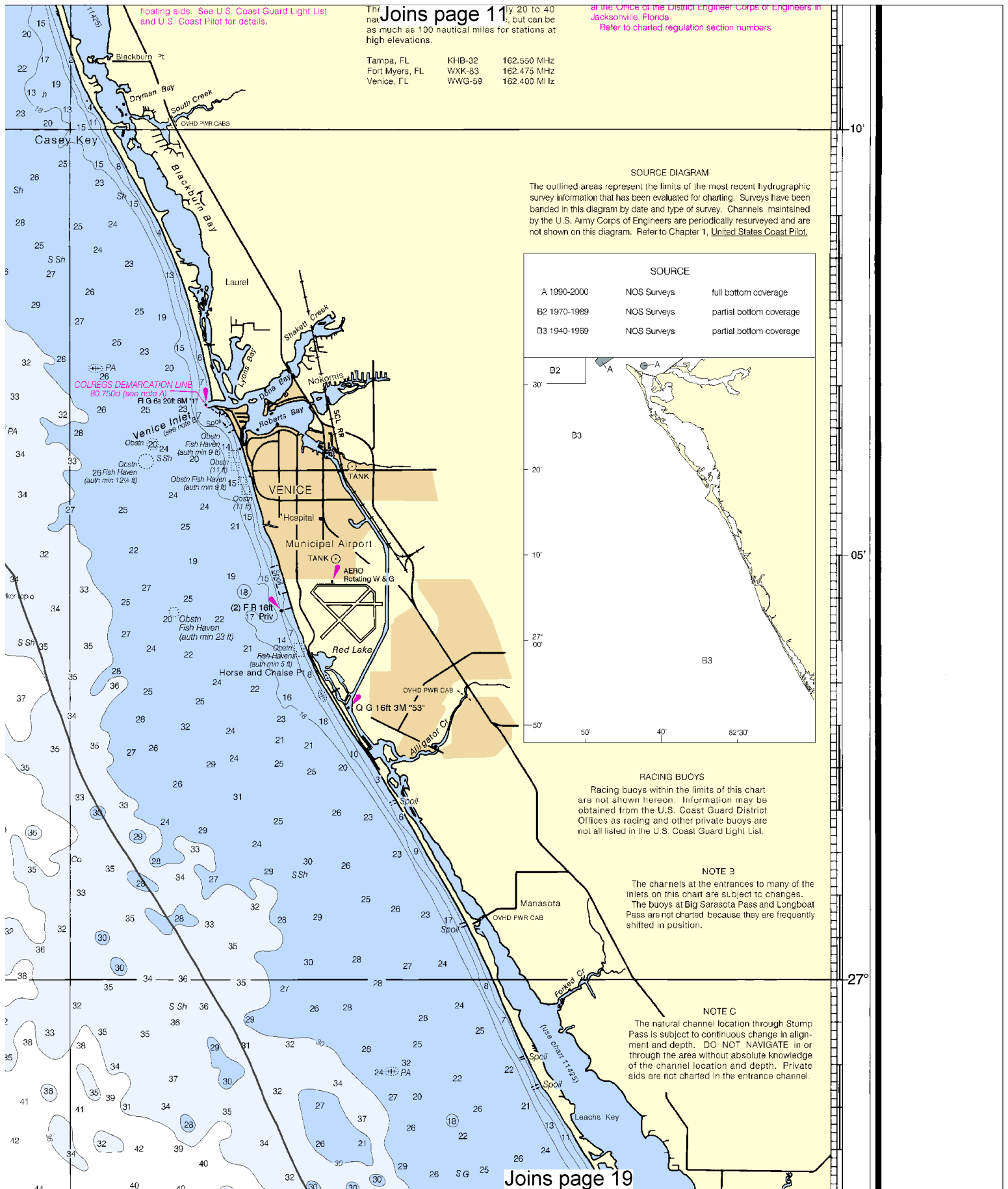
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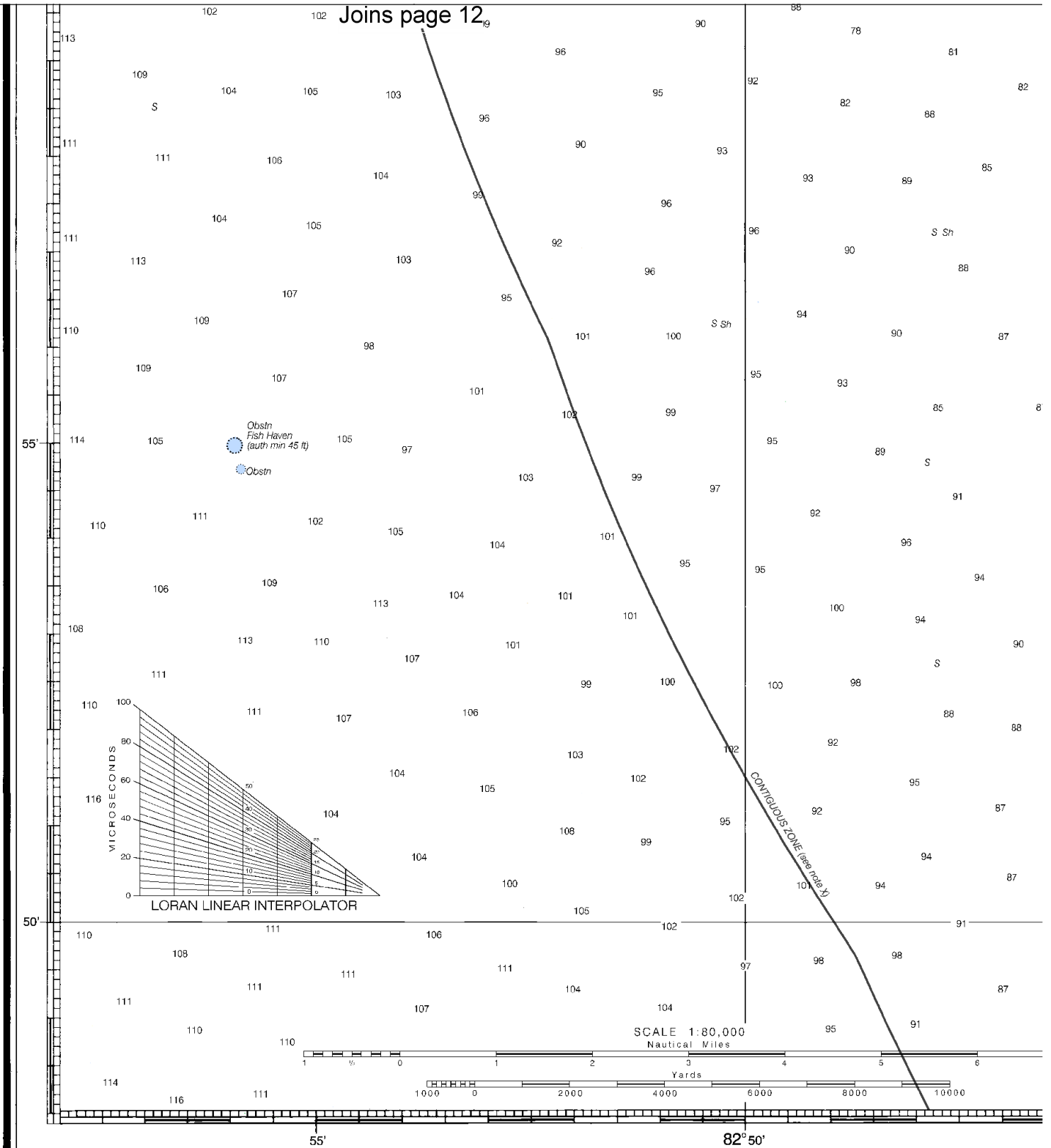
See Note on page 5.







Joins page 12<sup>19</sup>



19th Ed., Aug. /05 ■ Corrected through NM Aug.06/05  
Corrected through LNM Jul. 26/05

**11424**

LORAN-C OVERPRINTED

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

|         |   |    |    |    |    |
|---------|---|----|----|----|----|
| FATHOMS | 1 | 2  | 3  | 4  | 5  |
| FEET    | 6 | 12 | 18 | 24 | 30 |
| METERS  | 1 | 2  | 3  | 4  | 5  |

**16**

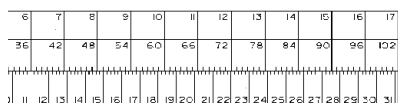


Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



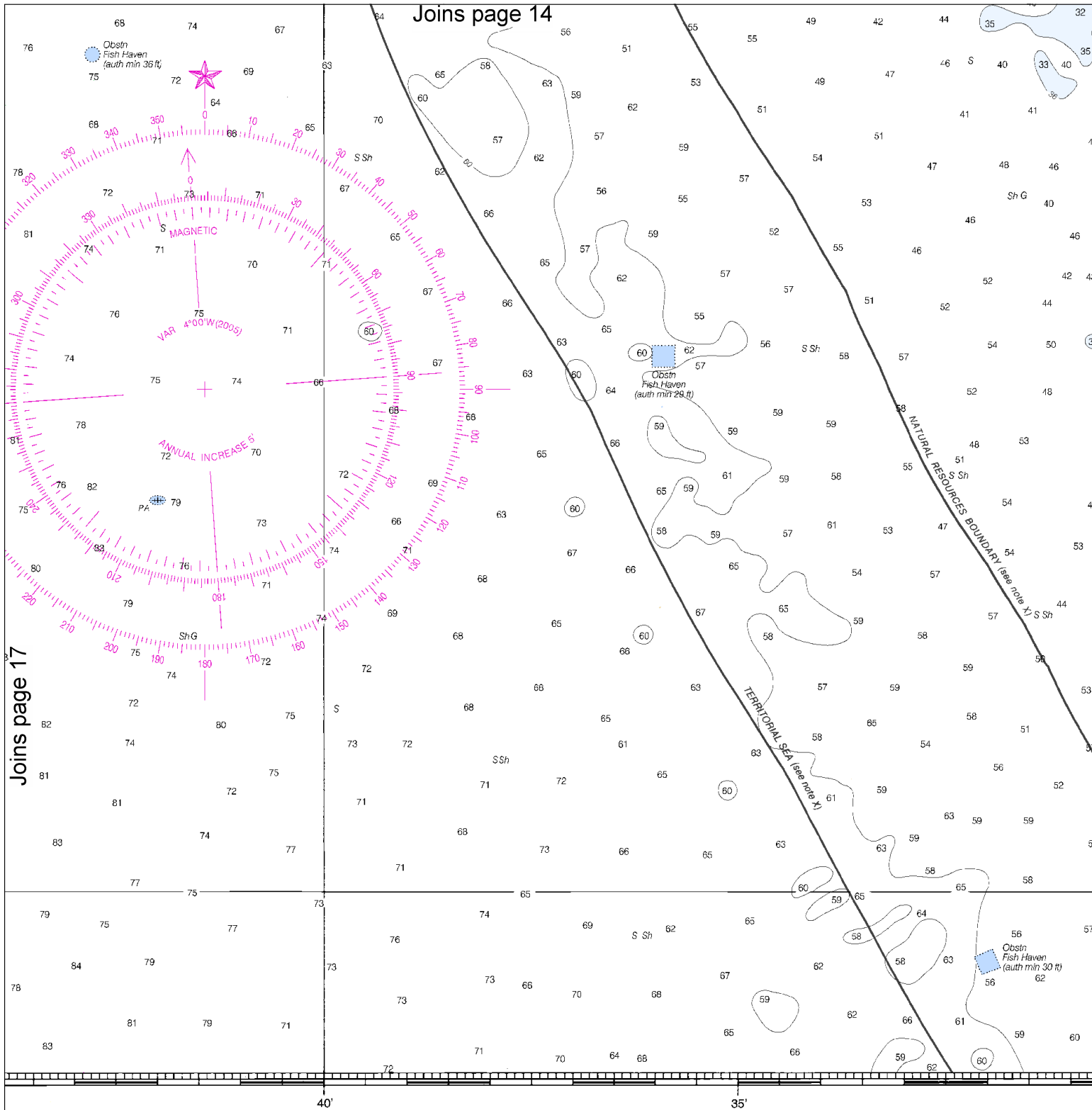


## SOUND



Joins page 14

Joins page 17



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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

SOUNDINGS IN FEET

18

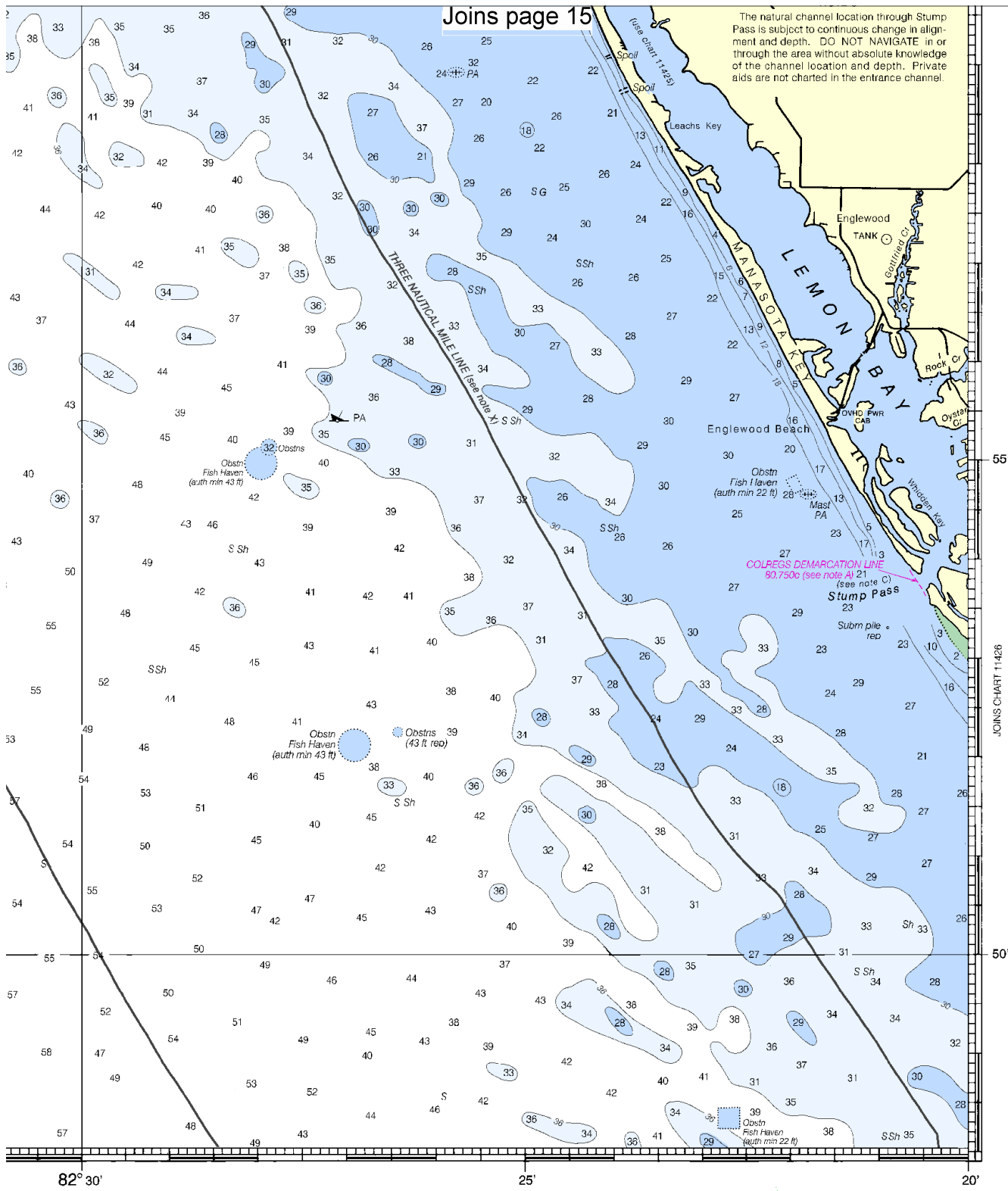


Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.





ED. NO. 19



NSN 7642014010190  
NSA REFERENCE NO. 11BC011424

Lemon Bay to Passage Key Inlet  
SOUNDINGS IN FEET - SCALE 1:80,000

11424

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## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Group St. Petersburg** – 727-824-7506

**Coast Guard St. Petersburg** – 727-824-7670

**Coast Guard Cortez** – 941-794-1607

**FL Fish and Wildlife Conservation Comm** – 888-404-3922

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).